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(11)

EP 1 164 241 A2

(12)

EUROPEAN PATENT APPLICATION

(43) Date of publication:
19.12.2001 Bulletin 2001/51

(51) Int Cl.7: **E05B 65/36, E05B 65/12**

(21) Application number: **01303886.4**

(22) Date of filing: **27.04.2001**

(84) Designated Contracting States:
AT BE CH CY DE DK ES FI FR GB GR IE IT LI LU
MC NL PT SE TR
Designated Extension States:
AL LT LV MK RO SI

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(30) Priority: **19.05.2000 GB 0011991**

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(54) Latch assembly and vehicle including such a latch assembly

(57) A latch assembly (10) including a latch bolt (12), a retaining means (14) and an actuator (16), the latch bolt being moveable between a closed position at which it is capable of retaining a striker (22) and an open position at which the striker is released, the retaining means being moveable between a retained position at

which it retains the latch bolt in at least its closed position and released position at which the latch bolt can move between its opened and closed positions, the actuator being capable of moving the retaining means from its engaged position to its released position, in which, under normal operating conditions of the latch, the actuator is the sole means of releasing the latch (Figure 1).

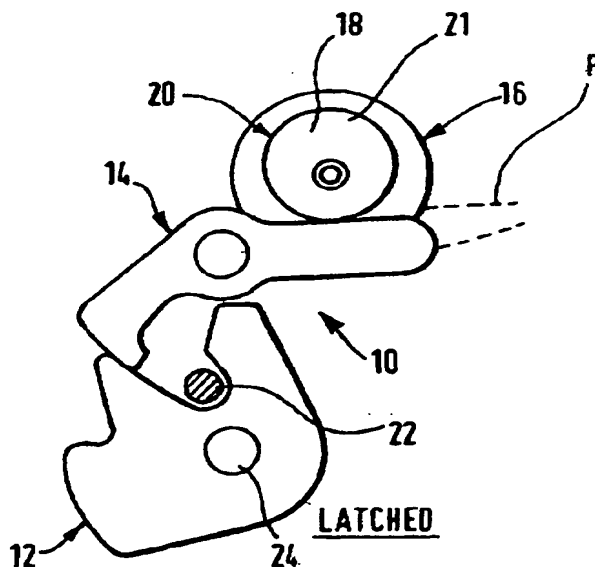


Fig.1.

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EP 1 164 241 A2

Description

[0001] The present invention relates to a latch assemblies and vehicles including such latch assemblies, in particular latch assemblies for use in cars.

[0002] Known latch assemblies for use in cars include mechanical arrangements to allow unlatching and locking/unlocking of the latch.

[0003] Thus inside door handles are typically connected by rods or cables to the latch to allow opening of the door by operation of the inside door handle. Similarly outside door handles are mechanically connected to the latch, to allow opening of the door by operation of the outside door handle. Furthermore exterior key barrels, operable by keys are connected by mechanical linkages to the latch to allow locking and unlocking of the door from the outside and sill buttons and the like are again connect connected to the latch to allow locking and unlocking of the latch. Furthermore child safety mechanisms are typically mounted on rear doors on the vehicles so as to prevent opening of the door by operation of the inside door handle, independent of whether or not that door is locked.

[0004] Thus known vehicles must include many mechanical elements to provide for a full range of functions relating to the door latches.

[0005] An object of the present invention is to provide for a simplified door latch, requiring fewer components.

[0006] Another object of the present invention is to provide for a vehicle having a door latch system with fewer components.

[0007] Thus according to the present invention there is provided a latch assembly including a latch bolt, a retaining means and an actuator, the latch bolt being moveable between a closed position at which it is capable of retaining a striker and an open position at which the striker is released, the retaining means being moveable between a retained position at which it retains the latch bolt in at least its closed position and a released position at which the latch bolt can move between its opened and closed positions, the actuator being capable of moving the retaining means from its engaged position to its released position, in which, under normal operating conditions of the latch, the actuator is the sole means of releasing the latch.

[0008] Advantageously this allows for simple switches to be connected by circuitry to the latch instead of inside and outside door handles connected by via mechanical linkages.

[0009] According to a further aspect of the present invention there is provided a latch assembly including a latch bolt, a retaining means and an actuator, the latch bolt being moveable between a closed position at which it is capable of retaining a striker and an open position at which the striker is released, the retaining means being moveable between a retained position at which it retains the latch bolt in at least it closed position and a released position at which the latch can move between its open and closed positions, the actuator being capable of moving the retaining means from its engaged position to its released position, in which the actuator is biased towards an at rest position, wherein the retaining means is capable of achieving it retained position, by a resilient means.

[0010] According to a further aspect of the present invention there is provided a latch assembly including a latch bolt, a retaining means, an actuator and a cam, the latch bolt being moveable between a closed position at which it is capable of retaining a striker and open position at which the striker is released, the retaining means being moveable between a retained position at which it retains the latch bolt in at least its closed position and a released position at which the latch bolt can move between its closed and open positions, the retaining means further including an actuation abutment, the actuator being operable to move the cam, the cam surface engaging the actuation abutment of the retaining means to move the retaining means to its released position.

[0011] Advantageously this provides for a latch assembly of simplified design.

[0012] The invention will now be described, by way of example only, with reference to the accompanying drawings in which:-

Figures 1 to 3 show part views of a latch assembly according to the present invention, in a latch, unlatched and open condition;

Figures 4 to 8 show part views of a further embodiment of a latch assembly according to the present invention when it moves from a latched condition to an unlatched condition.

Figures 9 to 13 show alternative embodiments of vehicles according to the present invention.

[0013] With reference to figures 1 to 3 there is shown a latch assembly 10 including a latch bolt in the form of a rotating claw 12, a retention means in the form of a pawl 14 an actuator in the form of an electric motor 16, and a cam 18.

[0014] Rotating claw 12 is pivotable about claw pin 24 from a closed position as shown in figure 1 to an open position as shown in figure 3. Claw 12 includes a mouth 26 a closed abutment surface 28 and a first safety abutment surface 30.

[0015] Pawl 14 is pivotable about pawl pin 32 and includes a first arm 34 having a first abutment surface 36 and a

second arm 38 having a second abutment surface 40.

[0016] Electric motor 16 includes an output shaft 42 upon which is directly mounted cam 18.

[0017] In this case cam surface 20 is circular but since cam 18 is mounted eccentrically relative to output shaft 42, this arrangement provides for a single lobe cam.

[0018] Operation of the latch assembly is as follows.

[0019] Consideration of figure 1 shows a striker 22 retained in mouth 26, with claw 12 being retained in its closed position by closed abutment surface 28 co-operating with first abutment 36.

[0020] Under these circumstances the door upon which striker 22 is mounted would be in a fully closed position.

[0021] Note that it is possible for striker 22 to be retained in mouth 26 whilst first safety abutment surface 30 co-operates with first abutment surface 36. Under such circumstances the associated door would be in a first safety position i.e. unable to be opened but nevertheless not in a fully closed position.

[0022] It should be noted from figure 1 that second abutment surface 40 is in contact with cam surface 20 but cam lobe 21 is remote from second abutment surface 40, thus allowing engagement between closed abutment surface 28 and first abutment surface 36.

[0023] A pulse of current is fed to the motor such that it causes the cam to continuously rotate through 360°.

[0024] Initial operation of the motor 16 causes the cam 18 to rotate to the position shown in figure 2 where cam lobe 21 is proximal second abutment surface 40 thus causing pawl 14 to rotate in a clockwise direction about pawl pin 32 hence disengaging first abutment surface 36 from closed abutment surface 28.

[0025] When the latch is passing through the position as shown in figure 2, elastomeric door seals acting between the associated door and the adjacent portion of the vehicle causes the door to open such that the striker 22 moves to the right as shown in the figure relative to the latch thereby causing the claw 12 to rotate in a clockwise direction with viewing figure 2, such that surface 31 of the claw moves to a position opposite surface 37 of the pawl.

[0026] With continued rotation of the motor and hence cam surface 20, the lobe 21 achieves the position as shown in figure 3, i.e. remote from second abutment surface 40 where upon the motor stops. It should be noted from figure 3 that cam surface 20 does not engage second abutment surface 40 since these two surfaces are being held apart by co-operation of surfaces 37 of pawl engaging surface 31 of the claw.

[0027] When the door is closed, striker 22 enters mouth 26 causing claw 12 to rotate in a clockwise direction from the position shown in figure 3 to the position shown in figure 1 whereby surfaces 37 and 31 disengage thus allowing engagement of first abutment 36 with closed abutment surface 28.

[0028] In this case the motor 16 is the sole means of releasing the latch under normal operating conditions. The term normal operating conditions should be construed as meaning those conditions under which an end user of the vehicle would normally open and close the associated door.

[0029] In this case an access path P (shown schematically) is provided in order to open the latch under abnormal operating conditions. Thus when a vehicle is being assembled on an assembly line an independent means such as a screwdriver or other generally elongate element can be passed through the access path in order to operate the pawl 14 to open the latch independent of operation of the motor. Thus advantageously the door can be fitted and aligned and checked for correct opening and closing in the absence of a power source such as the vehicle battery or a slave battery. The term access path should be construed to mean an arrangement of components that allows access of the independent means.

[0030] With reference to figures 4 to 8 there is shown part views of a further embodiment of a latch assembly 10' including a retention means in the form of a pawl 14' having a second arm 38'. Pawl 14' is mounted similar to pawl 14, and engages a rotating claw (not shown).

[0031] Latch assembly 10' further includes a cam 18' having a cam surface 20' with a cam lobe 21'. Cam 18' is rotatable about axis A which in this case is coincident with an output shaft of an electric motor (not shown).

[0032] In this case a resilient means in the form of a tension spring 44' is secured under tension between fixing pin F mounted on a chassis of the latch assembly and connection pin C mounted on the cam 18'.

[0033] Operation of the latch assembly 10 is as follows.

[0034] Consideration of figure 4 shows the pawl 14' in an engaged position, and in particular cam surface 21' does not contact second abutment surface 40'.

[0035] Operation of the motor causes the cam 18' to rotate clockwise through 360°. During part of this 360° movement the cam lobe 21' engages second abutment surface 40' causing pawl 14' to rotate clockwise when viewing the figures thus allowing the latch to open (see figure 8).

[0036] Consideration of figure 4 shows that tension spring 44' biases the cam 18' to the position shown in figure 4 since this is the position at which the distance between connection pin C and fixing pin F is a minimum. In this position cam 18' is in a stable equilibrium position i.e. a small rotation of cam 18' clockwise or anticlockwise will result in the cam returning to the position as shown in figure 4.

[0037] Consideration of figure 5 shows the cam having been rotated through 90° whereupon tension spring 44' has been extended.

[0038] Consideration of figure 6 show the tension spring being further extended with the cam having being rotated through 180°. In this case axis A is on a line joining connection pin C to fixing pin F. Whilst this position is being moves through transiently, nevertheless the cam 18' is momentarily in an unstable equilibrium position. Thus should the motor fail in this position, the cam would remain in this position but should the cam be slightly displaced clockwise the spring would move the cam clockwise to the position as shown in figure 4 and should the cam be displaced slightly anticlockwise the spring would move the cam to anticlockwise to the position as shown in figure 4.

[0039] Consideration of figure 7 shows that the cam has moved beyond the unstable equilibrium position of figure 6.

[0040] It should be noted that during all the movement of the cam from figure 4 to the position shown in figure 7, the cam surface 20' does not engage the second abutment surface 40' of the pawl 14'.

[0041] Thus it is only during the latter part of the rotation of the cam that the cam lobe 21' engages second abutment surface 40' to move the pawl 14' to a disengaged position (as shown in figure 8).

[0042] In particular the tension spring 44' can be designed such that the amount of power required to move cam from the position shown in figure 4 to the position shown in figure 6 is greater than the amount of power required to open the latch. Thus under these circumstances if the motor was to fail such that it lost power, then subsequent operation of the motor to open the door would result in the motor being unable to move the cam from the position shown in figure 4 to the position shown in figure 6. Under these circumstances the door would remain closed which is preferred to a door that cannot be retained in a closed position.

[0043] Furthermore the tension spring 44' can also be designed such that if the motor loses all power when the cam is in the position as shown in figure 7, the tension spring has sufficient energy stored therein to move the cam from the position as shown in figure 7 to the position as shown in figure 4. Again this results in a door that can be held in a closed position.

[0044] In further embodiments alternative latch bolts could be used, in particular non rotating latch bolts. Furthermore alternative retention means could be used. Furthermore alternative actuators such as pneumatic or hydraulic actuators could be used. Furthermore the cam need not be mounted directly on the actuator output shaft, for example a gear system could be used between the output shaft of the actuator and the cam.

[0045] With reference to figures 9 to 13 there is shown schematic views of vehicles V1 to V5 according to the present invention.

[0046] For ease of reference the following references will be used, where appropriate on all figures 9 to 13.

B = Battery	CU = Control Unit	M = Motion Switch	P = Panic Switch
RL = Remote Locking Switch	O = Outside Switch	I = Inside Switch	R = Remote Switch
CS = Child Safety Switch	FRL = Front Right Latch	FLL = Front Left Latch	RRL = Rear Right Latch
RLL = Rear Left Latch	K = Key	KL = Key Locking Switch	EPS = Emergency Power Socket
C = Circuit	BP = Bypass		

[0047] The switches for fall into two classes. Thus the outside switches, insides switches, and remote switches are all biased to an open position with a positive action (either manual or from the remote control unit) required to close the switches. Thus these switches can be regarded as enabling switches.

[0048] The motion switch, panic switch, remote locking switch and child safety switch are all bi-stable switches, that is to say they have a stable open position and a stable closed position and can be regarded as disabling switches.

[0049] Consideration of figures 9 to 13 shows in all cases four latches used to secure appropriate doors (not shown).

[0050] Each latch has an associated outside switch manually operable from the outside of the vehicle and an associated inside switch manually operable from the inside of the vehicle. Typically the outside and inside switches would be located proximate associated doors.

[0051] A child safety switch, typically located within reach of a driver of the vehicle, is operable to disable opening of the rear doors by operating the inside switches associated with those rear doors.

[0052] A battery is provided to supply power to allow the latches to operate and a control unit is also supplied to co-ordinate latch opening.

[0053] The components of the system are connected by circuitry, in this case an electric circuit.

[0054] Specific features of vehicle V1 are as follows:-

[0055] A key locking switch is provided in series with all latches, thus disabling the latches by operation of the key. Furthermore an emergency power socket is provided which is conveniently mounted on an outer surface of the vehicle such that emergency power can be supplied to the circuit in the event that the battery goes flat.

[0056] It can be seen from figure 9 that with the key locking switch in the position shown in figure 9 the vehicle is effectively locked in a superlocked condition thus operation of any outside or inside switch will not open the associated door. To unlock the vehicle, the key can be used to move the key lock switch to a closed position whereupon operation of any inside or outside switch will open the door (provided the child safety switch is in the closed position).

[0057] With the child safety in the open position as shown in figure 9 operation of the rear inside switches will never open the associated door.

[0058] Specific features of vehicles V2 are as follows:-

[0059] A motion switch is included in series with all latches. Thus with the vehicle in motion, the motion switch automatically opens thus disabling the inside and outside switches.

[0060] A panic switch, mounted typically within easy reach of a driver of a vehicle is provided in series with all latches. Thus opening of the panic switch will automatically lock all doors.

[0061] A remote locking switch is provided in series with all latches. The locking switch can be operated by a manually operated remote control unit. Thus to unlock the vehicle the remote control unit is operable to send a signal to the control unit which then ensures that the motion switch, the panic switch and the remote locking switch moves to a closed position whereupon the vehicle is unlocked. The vehicle can also be locked by operation of the remote control unit which then sends a signal to the control unit to open the remote locking switch.

[0062] Specific features of vehicle V3 are as follows:-

[0063] A key locking switch is provided in parallel with the remote locking switch enabling the vehicle to be locked and unlocked by a key or by the remote control unit. Thus locking by the key causes the key lock switch and the remote locking switch to open, locking by the remote control unit causes the key locking switch and the remote locking switch to open, unlocking by the key causes the control unit to confirm the motion switch and panic switch are closed and also to close the key locking switch and unlocking by the remote control unit causes the control unit to confirm the motion switch and panic switch are closed and to closed the remote locking switch.

[0064] It should also be noted that the circuit of vehicle V3 includes a bypass with bypasses the motion switch, panic switch, key lock switch and remote lock switch. Thus always providing power to the front inside switches. Thus operation of the front inside switches always opens the front doors and hence the vehicle can never be put into a superlocked condition. Typically such an arrangement would be found on cars for the North American market.

[0065] Specific vehicles of vehicle V4 are as follows:-

[0066] A remote locking switch is provided in series with all latches to provide for locking and unlocking of the vehicle. Each latch has an associated remote switch operable via the control unit by signals from the remote control unit. In this case the remote control unit has one button for operation of the remote locking switch and four buttons for operation of the four remote switches. Thus the vehicle can be unlocked by pressing the button on the remote control unit associated with the remote locking switch. If only this button is pressed then all doors remain shut. However, if subsequently one or more buttons on the remote control unit associated with the remote switches are pressed then the associated latches are opened and the associated doors will spring open under the influence of the doors seals.

[0067] Specific features of vehicle V5 are as follows:-

[0068] In this case a remote locking switch is provided in series with the latches for locking the vehicle. However, only one remote switch is provided in this case associated with the latch of the drivers door (note left-hand drive vehicle) thus in one embodiment the remote control unit can have a single button which when pressed unlocks the vehicle by closing the remote locking switch and also closes the remote switch associated with driver door thus opening the door. When the driver exits the vehicle further pressing of the button causes the remote locking switch to open.

[0069] Alternatively the remote control unit may have two buttons one dedicated to operating the remote locking switch and a further button dedicated to operating the remote switch of the drivers door. Thus the vehicle can be unlocked whilst all doors remain shut.

[0070] It should be noted that figures 9 to 13 show the various elements of the vehicles in positions which aid the understanding of the invention. However, the various switches and control units could be positioned at various locations on the vehicle, in particular the motion switch and remote locking switch could be located in the control unit.

Claims

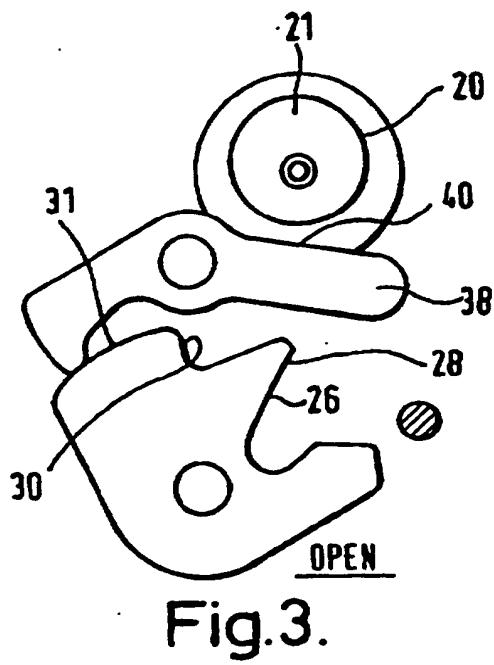
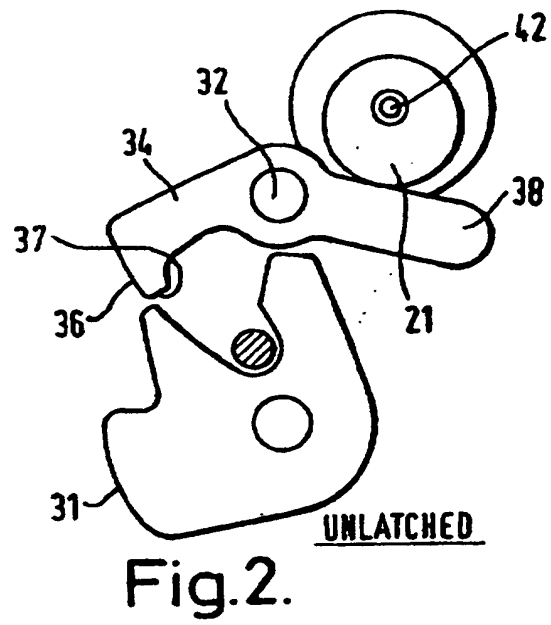
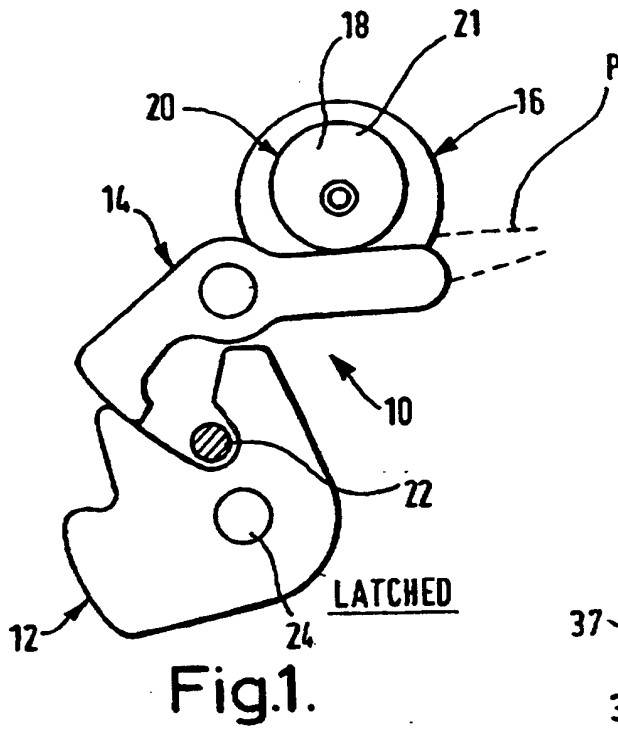
1. A latch assembly (10) including a latch bolt (12), a retaining means (14) and an actuator (16), the latch bolt being moveable between a closed position at which it is capable of retaining a striker (22) and an open position at which the striker is released, the retaining means being moveable between a retained position at which it retains the latch bolt in at least its closed position and released position at which the latch bolt can move between its opened and closed positions, the actuator being capable of moving the retaining means from its engaged position to its released position, in which, under normal operating conditions of the latch, the actuator is the sole means of releasing the latch.

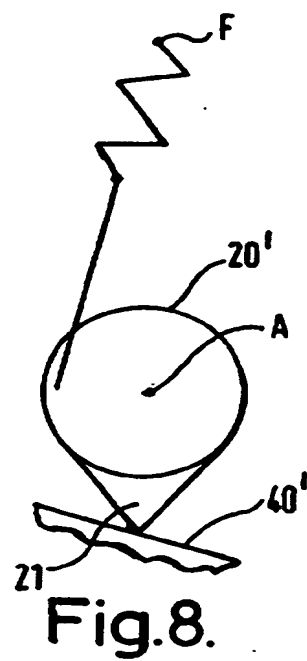
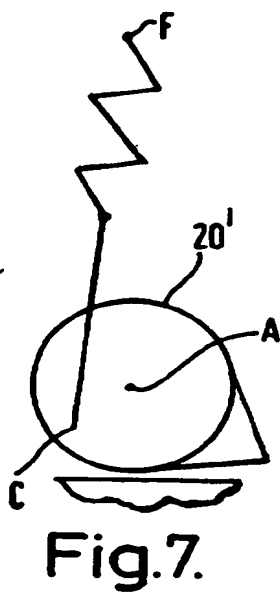
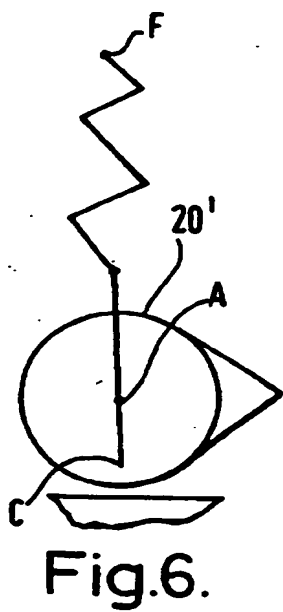
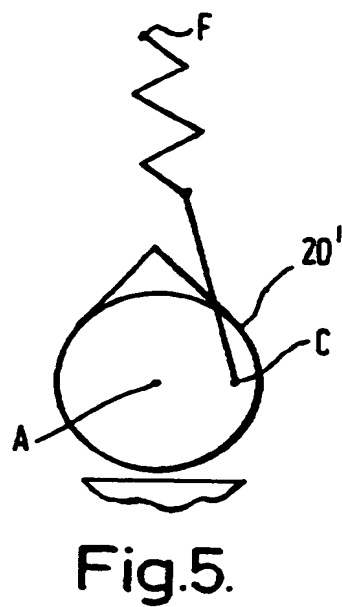
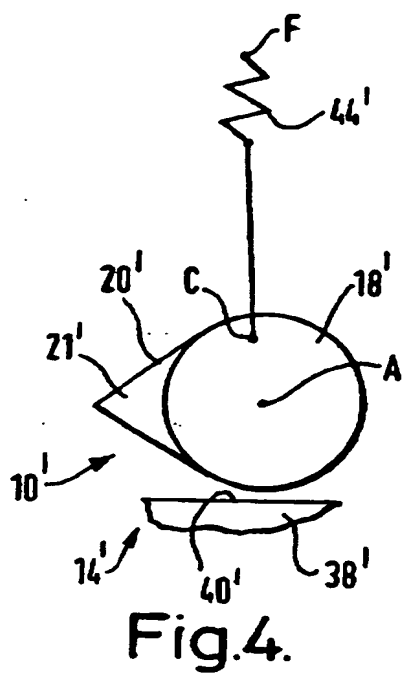
EP 1 164 241 A2

2. A latch assembly as defined in Claim 1 including an access path (P) to allow access of an independent means to release the latch under abnormal operating conditions.
3. A latch assembly as defined in Claim 1 or 2 in which the actuator operably moves the retaining means via a cam surface of a cam.
4. A latch assembly (10) including a latch bolt (12), a retaining means (14), an actuator (16) and a cam (18) having a cam surface (20), the latch bolt being moveable between a closed position at which it is capable of retaining a striker (22) and an open position at which the striker is released, the retaining means being moveable between a retained position at which it retains the latch bolt in at least its closed position and a released position at which the latch bolt can move between its closed and open positions, the retaining means further including an actuation abutment, the actuator being operable to move the cam, the cam surface engaging the actuation abutment of the retaining means to move the retaining means to its released position.
5. A latch assembly as defined in any preceding claim in which the retaining means includes a first arm with a surface (36) for engagement with the latch bolt and a second arm with an abutment surface (40) operably actuated by the actuator.
6. A latch assembly as defined in any preceding claim in which the retention means is a pivotable pawl (14).
7. A latch assembly as defined in Claims 3 to 6 in which the actuator (42) has a rotating output shaft for driving the cam.
8. A latch assembly as defined in Claim 7 in which the output shaft directly drives the cam.
9. A latch assembly as defined in Claim 7 in which the output shaft drives the cam via a gear system.
10. A latch assembly as defined in Claim 3 to 9 in which the cam is rotatable about an axis.
11. A latch assembly as defined in Claim 3 to 10 in which cam is a single lobe cam.
12. A latch assembly as defined in any preceding claim in which the actuator is biased to an at rest position, wherein the retaining means is capable to achieving its retained position, by resilient means (44¹)
13. A latch assembly (10) including a latch bolt (12), a retaining means (14) and an actuator (16), the latch bolt being moveable between a closed position at which it is capable of retaining a striker (22) and an open position at which the striker is released, the retaining means being moveable between a retained position at which it retains the latch bolt in at least its closed position and a released position at which the latch can move between its open and closed positions, the actuator being capable of moving the retaining means from its engaged position to its released position, in which the actuator is biased towards an at rest position, wherein the retaining means is capable of achieving its retained position, by a resilient means (44¹).
14. A latch assembly as defined in Claim 12 or 13 in which operation of the actuator causes the resilient means to pass through an unstable equilibrium position.
15. A latch assembly as defined in Claim 14 in which the retaining means achieves the released position only after the resilient means has passed through its unstable equilibrium position.
16. A latch assembly as defined in Claim 14 or 15 in which the retaining means starts to move from its retained position only after the resilient means has passed through its unstable equilibrium position.
17. A latch assembly as defined in Claim 14, 15 or 16 in which the resilient means is capable of moving the retaining means to its released position once the resilient means has passed its unstable equilibrium position.
18. A latch assembly as defined in Claims 14 to 17 in which energy stored in the resilient means when moving from the rest position to the unstable equilibrium position is substantially equal to or greater than the energy requirement to move the retaining means from its retained position to its released position.
19. A latch assembly as defined in any preceding claim in which the actuator is an electric motor.

EP 1 164 241 A2

20. A latch assembly as defined in any preceding claim in which the latch bolt is a rotating claw.
21. A vehicle including a first and second passenger door, the first door including a latch assembly as defined in any preceding claim, the second door including a latch assembly having a latch bolt, a retaining means, an actuator, and a cam which are identical to the respective bolt, retaining means, actuator, and cam of the latch assembly of the first door.
22. A vehicle as defined in Claim 21 in which the first door is situated on one side of the vehicle and the second door is situated on the other side of vehicle.
23. A vehicle as defined in Claim 21 or 22 in which the first door is located towards the front of the vehicle and the second door is located towards the rear of the vehicle.
24. A vehicle including a door latch as defined in any one of the Claims 1 to 20 or a vehicle as defined in Claims 21 to 23.
25. A vehicle as defined in Claim 24 including circuitry (C) to supply power to operate the actuator.
26. A vehicle as defined in Claim 25 in which the circuitry includes one or more manually operable enabling switches to complete a circuit to open a door.
27. A vehicle as defined in Claim 26 in which the one or more enabling switches are situated on the outside of the vehicle.
28. A vehicle as defined in Claims 26 or 27 in which the one or more enabling switches are situated on the inside of the vehicle.
29. A vehicle as defined in Claims 26 to 28 in which the circuitry includes one or more remotely operable enabling switches (R).
30. A vehicle as defined in Claims 26 to 29 in which the circuitry includes one or more disabling switches operable such that operation of an associated enabling switch does not open the door.
31. A vehicle as defined in Claim 30 in which the one or more disabling switch is selected from a motion switch (M), a panic lock switch (P), a remote lock switch (RL) and a child safety switch (CS).
32. A vehicle as defined in Claim 30 when dependent upon Claim 28 and Claim 27 in which the enabling switches are an inside switch (I) in parallel with an outside switch (O) the inside and outside switches being jointly in series with a disabling switch to provide a superlocking facility.
33. A vehicle as defined in Claim 32 in which there is further included a remote enabling switch in parallel with the inside and outside switches to provide for remote release of the associated door.
34. A vehicle as defined in Claim 30 when dependant upon Claim 28 and Claim 27 in which the enabling switch is an inside switch in parallel with an outside switch with the outside switch being in series with a disabling switch to provide for locking and in which the inside switch bypasses the disabling switch to at least provide for opening of the latch by operation of the inside switch.
35. A vehicle as defined in Claim 30 when dependant upon Claim 28 and Claim 27 in which a disabling switch is mounted in parallel with a key operated disabling switch (KL) to provide for optional key operated locking.
36. A vehicle as defined in Claims 25 to 35 in which the circuitry includes means for providing an independent power supply.





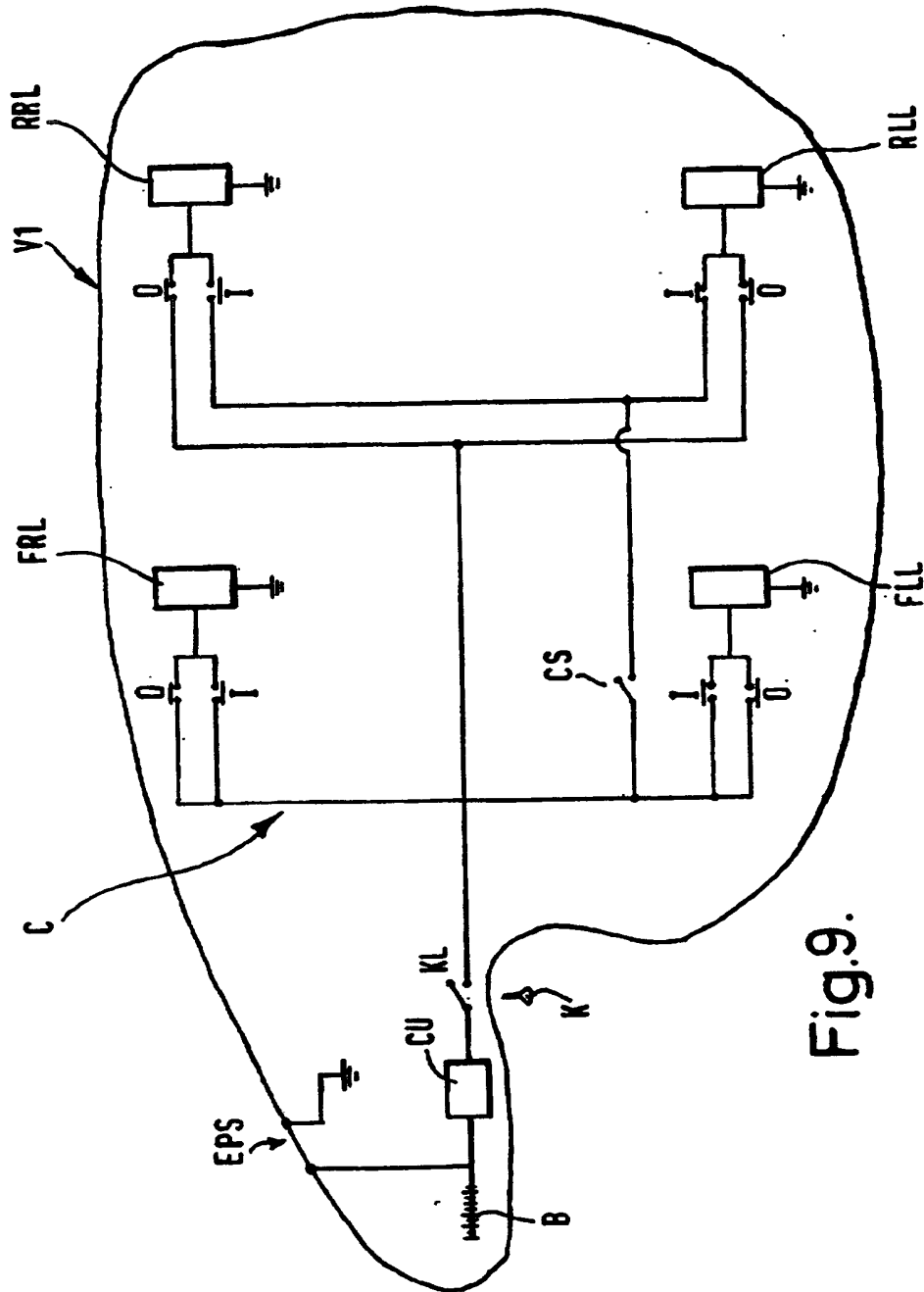


Fig.9.

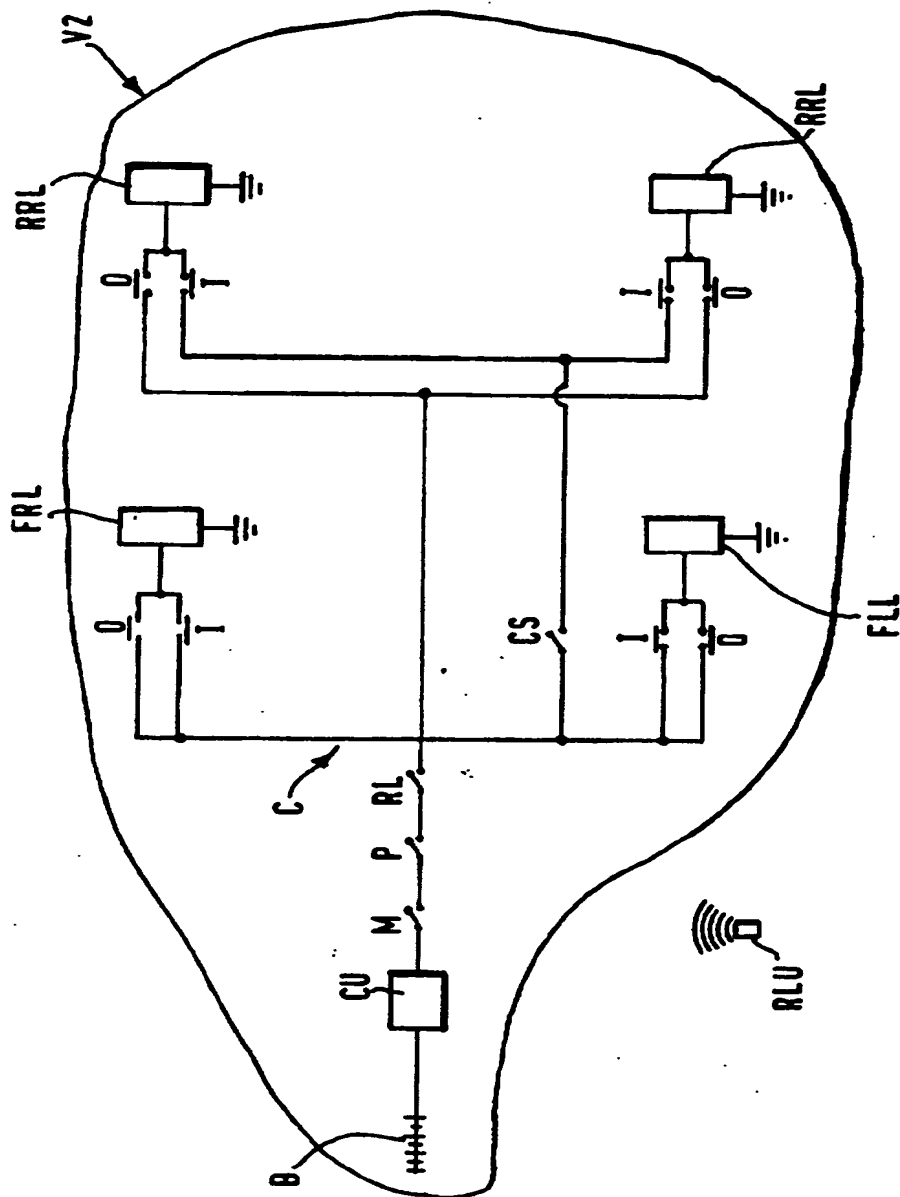


Fig.10.

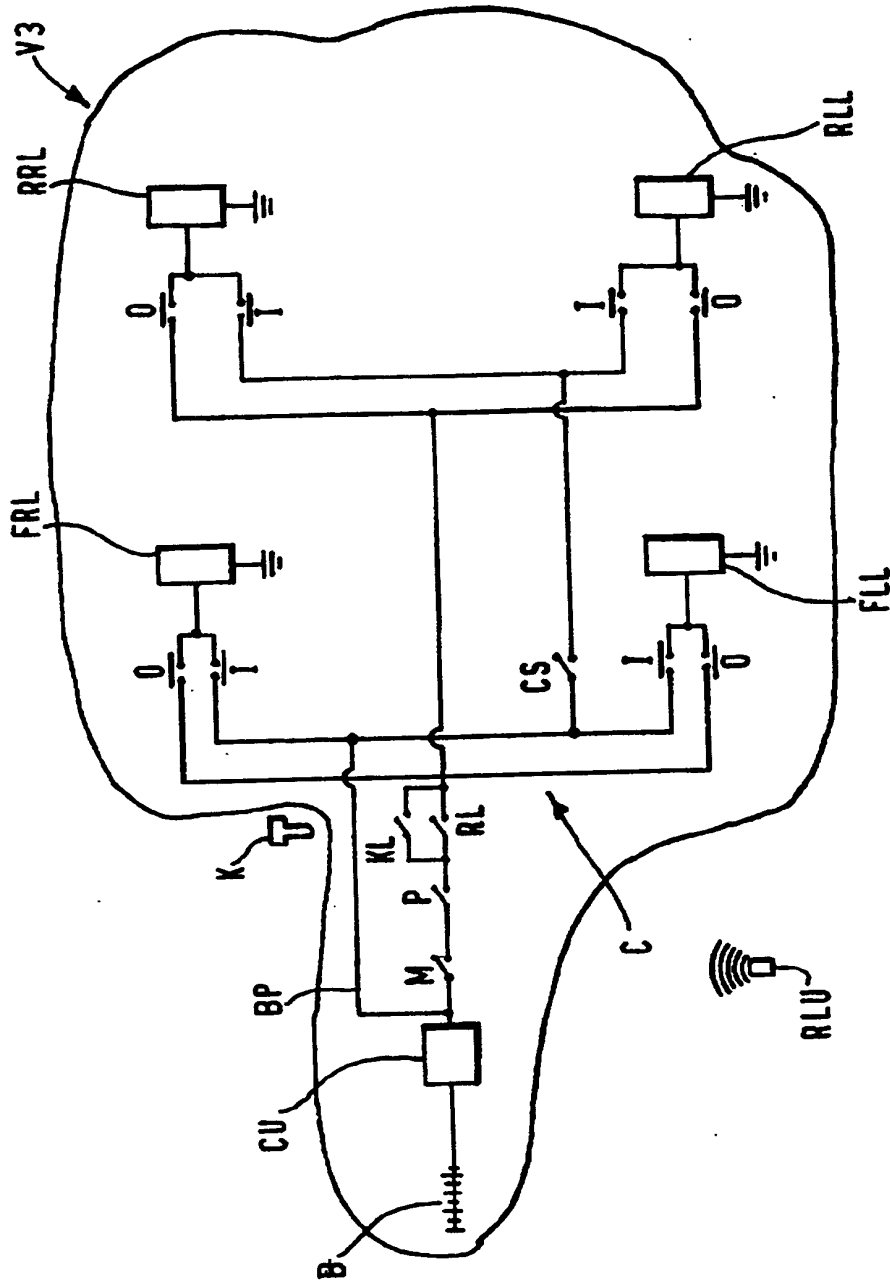
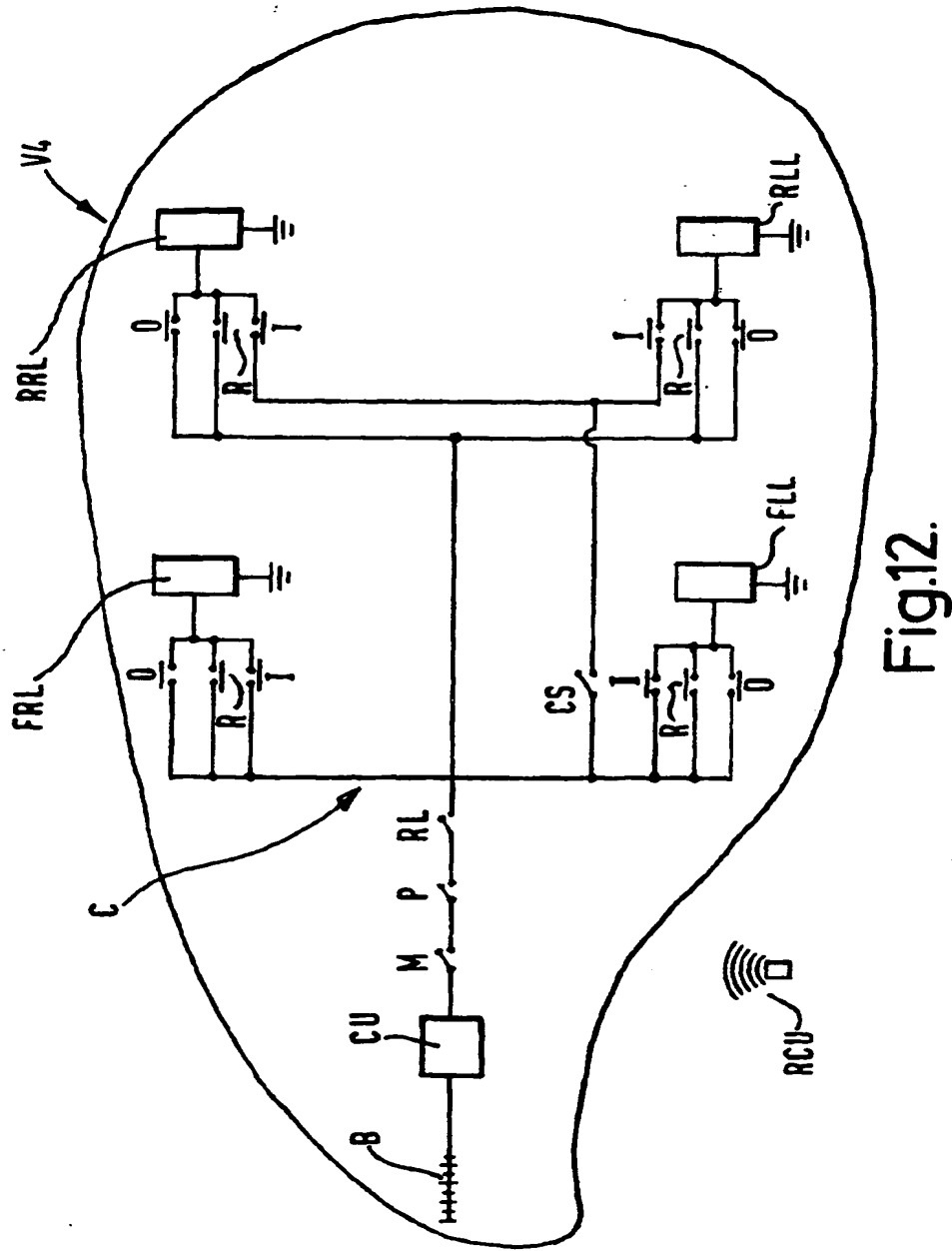


Fig.11.



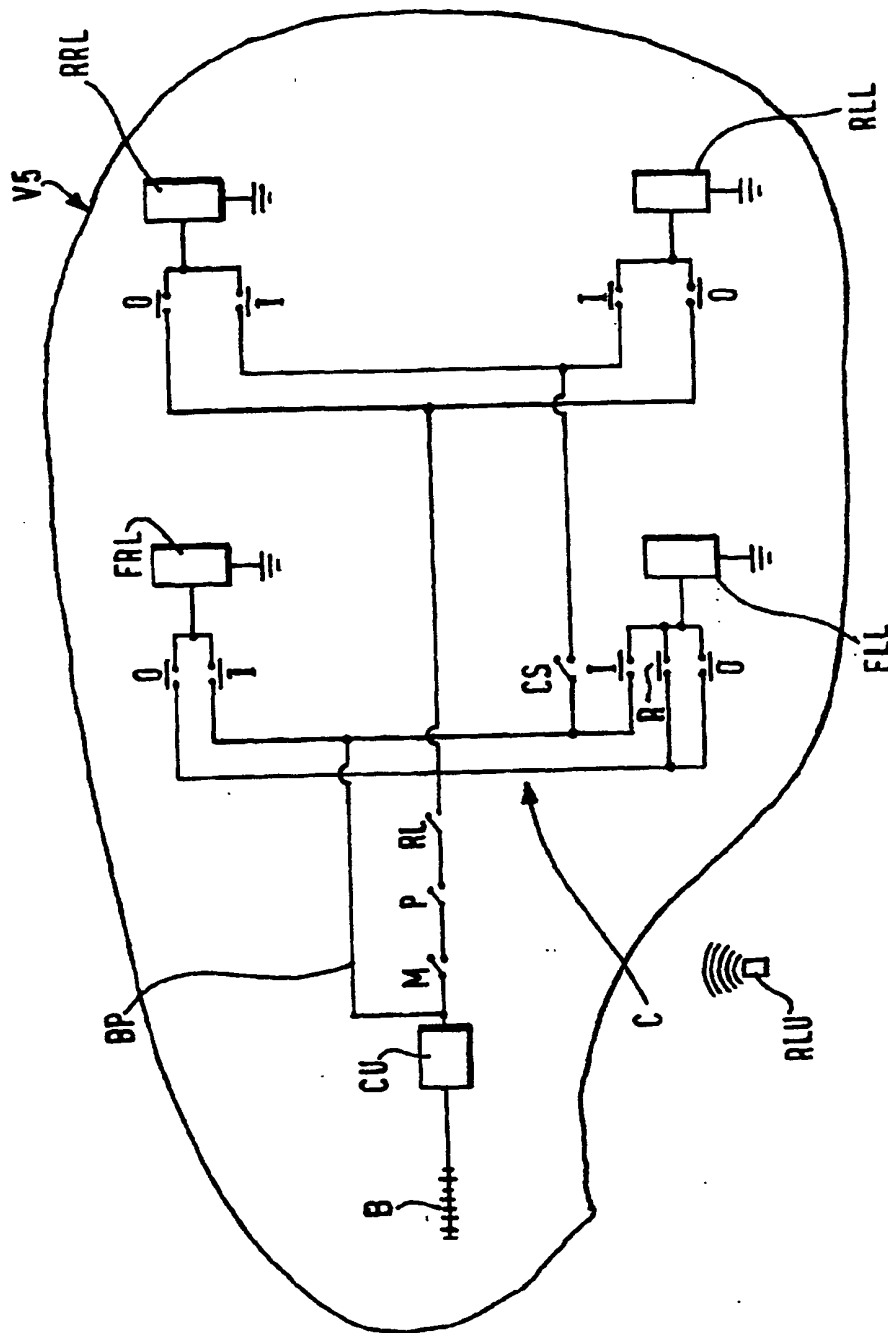
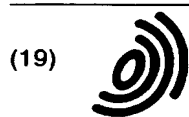


Fig.13.



Europäisches Patentamt
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(11) **EP 1 164 241 A3**

(12) **EUROPEAN PATENT APPLICATION**

(88) Date of publication A3:
02.01.2004 Bulletin 2004/01

(51) Int Cl.7: E05B 65/36, E05B 65/12

(43) Date of publication A2:
19.12.2001 Bulletin 2001/51

(21) Application number: 01303886.4

(22) Date of filing: 27.04.2001

(84) Designated Contracting States:
**AT BE CH CY DE DK ES FI FR GB GR IE IT LI LU
MC NL PT SE TR**
Designated Extension States:
AL LT LV MK RO SI

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(54) **Latch assembly and vehicle including such a latch assembly**

(57) A latch assembly (10) including a latch bolt (12), a retaining means (14) and an actuator (16), the latch bolt being moveable between a closed position at which it is capable of retaining a striker (22) and an open position at which the striker is released, the retaining means being moveable between a retained position at

which it retains the latch bolt in at least its closed position and released position at which the latch bolt can move between its opened and closed positions, the actuator being capable of moving the retaining means from its engaged position to its released position, in which, under normal operating conditions of the latch, the actuator is the sole means of releasing the latch (Figure 1).

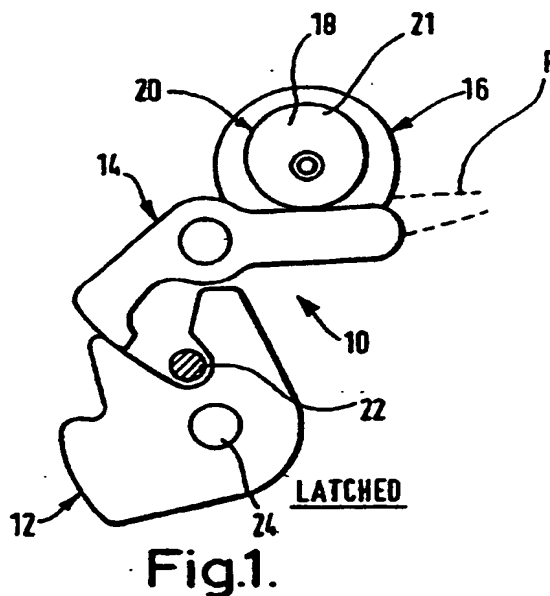


Fig.1.



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EUROPEAN SEARCH REPORT

Application Number
EP 01 30 3886

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int.Cl.7)
X	US 5 901 991 A (HUGEL ROBERT ET AL) 11 May 1999 (1999-05-11) * the whole document *	1-7, 9-12, 21-31, 33,36	E05B65/36 E05B65/12
X	EP 0 589 158 A (BAYERISCHE MOTOREN WERKE AG) 30 March 1994 (1994-03-30) * the whole document *	1-6,8, 12, 21-34,36	
X	DE 33 13 702 A (HUELSBECK & FUERST) 18 October 1984 (1984-10-18) * the whole document *	1,2, 21-27,35	
			TECHNICAL FIELDS SEARCHED (Int.Cl.7)
			E05B
The present search report has been drawn up for all claims			
Place of search Munich		Date of completion of the search 8 August 2003	Examiner Henkes, R.
<p>CATEGORY OF CITED DOCUMENTS</p> <p>X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document</p> <p>T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document</p>			

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CLAIMS INCURRING FEES

The present European patent application comprised at the time of filing more than ten claims.

- ☐ Only part of the claims have been paid within the prescribed time limit. The present European search report has been drawn up for the first ten claims and for those claims for which claims fees have been paid, namely claim(s):
- ☐ No claims fees have been paid within the prescribed time limit. The present European search report has been drawn up for the first ten claims.

LACK OF UNITY OF INVENTION

The Search Division considers that the present European patent application does not comply with the requirements of unity of invention and relates to several inventions or groups of inventions, namely:

see sheet B

- ☐ All further search fees have been paid within the fixed time limit. The present European search report has been drawn up for all claims.
- ☐ As all searchable claims could be searched without effort justifying an additional fee, the Search Division did not invite payment of any additional fee.
- ☐ Only part of the further search fees have been paid within the fixed time limit. The present European search report has been drawn up for those parts of the European patent application which relate to the inventions in respect of which search fees have been paid, namely claims:
- ☒ None of the further search fees have been paid within the fixed time limit. The present European search report has been drawn up for those parts of the European patent application which relate to the invention first mentioned in the claims, namely claims:

1-12, 21-36



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LACK OF UNITY OF INVENTION
SHEET B

Application Number
EP 01 30 3886

The Search Division considers that the present European patent application does not comply with the requirements of unity of invention and relates to several inventions or groups of inventions, namely:

1. claims: 1-12,21-36

A vehicle latch assembly without mechanical linkages between the separate latch components (except for emergency operation), and wherein for claims 4 and further, a particular latch retaining means is defined and in claim 21 and further a vehicle including such a latch assembly and having a particular circuit logic is defined.

2. claims: 13-20

A vehicle latch assembly with a particular arrangement of resilient means, working on the pawl detent and/or the pawl detent drive.

**ANNEX TO THE EUROPEAN SEARCH REPORT
ON EUROPEAN PATENT APPLICATION NO.**

EP 01 30 3886

This annex lists the patent family members relating to the patent documents cited in the above-mentioned European search report.
The members are as contained in the European Patent Office EDP file on
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08-08-2003

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